



OFFICE OF THE COUNTY EXECUTIVE

ROCKVILLE, MARYLAND 20850

Douglas M. Duncan
County Executive

November 2, 2005

The Honorable Ida Ruben, Chair
Montgomery County Senate Delegation
422 Miller Senate Office Building
Annapolis, Maryland 21401

The Honorable Charles Barkley, Chair
Montgomery County House Delegation
222 Lowe Office Building
Annapolis, Maryland 21401

Dear Senator Ruben and Delegate Barkley:

We have recently revised the State transportation priorities we transmitted to you on November 4, 2004, based on recent announcements by the Maryland Department of Transportation (MDOT) and on a review of the Planning Board's new Highway Mobility Report. This letter describes our updated sets of priorities for currently unfunded State transportation projects and planning studies.

We appreciate the State having fully funded the Intercounty Connector for completion by 2010. However, there are four other projects of regional and statewide significance that are most critical and should proceed to completion as quickly as possible. In alphabetical order, they are: the Bi-County Transitway; the Corridor Cities Transitway; the I-270 widening for high-occupancy-vehicle (HOV) or high-occupancy-toll (HOT) lanes north of Shady Grove; and the I-495 widening for HOV or HOT lanes between the I-270 West Spur and Virginia. While there are issues to be worked out on important aspects of some of these projects, decisions must be made and funding must be identified promptly to move them forward to completion.

There are also two projects of local importance which require significant changes from what is shown in the Draft 2006-2011 Consolidated Transportation Program (CTP). These are high priority projects that have been previously identified by the Executive and Council to the State and/or Federal Delegations. They are:

1. Accelerate the start of construction of the interchange of Rockville Pike (MD 355) with Montrose Parkway by two years—from FY 2010 (as shown in the Draft) to FY 2008—in order to permit the most seamless coordination with the County's Montrose Parkway West project, and to cause the least disruption to area residents. Montrose Parkway West is currently under construction; the full cost of this \$68.2 million project is being funded entirely by the County.
2. Provide \$5.26 million in additional funding for the Silver Spring Transit Center to fully fund the 20% match for Federal aid that has been included in the recently approved Federal transportation authorization. This project has undergone a significant increase in scope which is not reflected in the \$41 million funding level as shown in the Draft.



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Our priority rankings for projects that will be ready for construction funding during the next six years and are currently in the design or project-planning stages are listed below. The funding to be programmed to complete each project is also indicated as well.

1. Glenmont Metro Garage: State contribution to build a second garage	\$6M
2. Georgia Avenue/Randolph Road: build grade-separated interchange	\$48M
3. I-270/Watkins Mill Road Extended (Phase 1): build grade-separated interchange*	\$103M
4. Woodfield Road: widen to 6 lanes, Midcounty Hwy to Snouffer School Road**	\$60M
5. Georgia Avenue: build 2-lane bypass around Brookeville	\$17M
6. Georgia Avenue/Norbeck Road: build grade-separated interchange	\$75M
7. Clopper Road: improve intersections from I-270 to Seneca Creek State Park	\$39M
8. Spencerville Road: widen to 4 lanes with a median from Old Columbia Pike to US 29	\$30M
9. Norbeck Road: widen to 4 lanes from Georgia Avenue to Layhill Road	\$80M
10. US 29/Fairland Road/Musgrove Road: build grade-separated interchange	\$67M
11. Rockville Pike/Montrose Parkway (Phase 2): build bridge over CSX Railroad***	\$62M
12. I-270/Newcut Road: build grade separated interchange	\$64M
13. Woodfield Road: widen to 6 lanes from Snouffer School Road to Airpark Road and from Fieldcrest Road to Warfield Road**	(see #4)
14. MD 28/198: widen to 4 lanes from Layhill Rd to Old Columbia Pike	\$115M
15. Veirs Mill Rd/First St: build grade-separated interchange	\$54M

* Significant savings may be obtained by dedication of right-of-way by new development.

** The total cost of #4 and #13 is \$60M. Segmented cost estimates are not yet available.

*** Significant savings may be obtained by coordination with the County's Montrose Parkway East project.

The total funding that needs to be programmed to complete these 15 projects is \$820 million. MDOT is already investing over \$43 million to plan, design, and buy land for these projects.

Our priority rankings for highway projects to be added to the Development & Evaluation (D&E) Program are:

1. Georgia Avenue (MD 97): reconstruction in Montgomery Hills
2. Rockville Pike (MD 355)/Cedar Lane: grade-separated interchange
3. Midcounty Highway Extended: construction from Intercounty Connector to Shady Grove Road
4. Frederick Road (MD 355)/Gude Drive: grade-separated interchange
5. Great Seneca Highway (MD 119): flyover at Sam Eig Highway
6. Frederick Road (MD 355): widening from 2000' south of Brink Road to future Frederick Road/Clarksburg Bypass
7. Rockville Pike (MD 355)/Nicholson Lane: grade-separated interchange
8. Frederick Road (MD 355): reconstruction in Old Town Gaithersburg
9. Veirs Mill Road (MD 586)/Randolph Road: grade-separated interchange
10. Veirs Mill Road (MD 586): widening from Twinbrook Parkway to Randolph Road
11. I-270/Gude Drive: grade-separated interchange
12. MD 108 Bypass around Laytonsville

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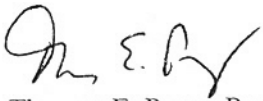
Our priority rankings for transit projects to be added to the D&E Program are:

1. Veirs Mill Road (MD 586) Bus Rapid Transit: Rockville to Wheaton
2. Georgia Avenue (MD 97) Busway: Glenmont to Olney
3. University Blvd. (MD 193) Bus Rapid Transit: Wheaton to Langley Park
4. North Bethesda Transitway: Grosvenor to Montgomery Mall and White Oak Connector from Bi-County Transitway

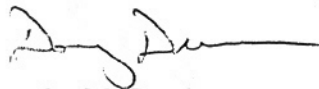
Studies #1-3 in this list would be coordinated between the State Highway Administration and the Maryland Transit Administration. For these studies we also request that a continuous bikeway be planned throughout their entire lengths.

If you need any clarifications about our recommendations, please contact us.

Sincerely,



Thomas E. Perez, President
County Council



Douglas M. Duncan
County Executive

DMD:TEP:go

cc: The Honorable Robert L. Ehrlich, Governor, State of Maryland
Robert L. Flanagan, Secretary, Maryland Department of Transportation
Derick Berlage, Chair, Montgomery County Planning Board